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SOS SAFETY ON SHIPS

Newsletter of the Safety, Occupational Health and Environmental Programs for ships and ashore

MILITARY SEALIFT COMMAND

Slips, Trips, and Falls

Slips, trips, and falls are the leading category for lost time injuries in the MSC fleet. Thirty percent of lost time injuries are a result of slips, trips, or falls. Commercial shipping companies record similar statistics.
In an effort to reduce these injuries, MSC has initiated a program to increase awareness; identify potential slip, trip, and fall areas; and take preventive action. Requiring each mariner to survey their work area for potential slip and trip hazards will increase awareness. Once these hazards are identified, action can be taken to mitigate them. Better lighting, warning signs, painting edges yellow, and increasing traction are examples of mitigating risk.

Good Housekeeping Can Prevent Slips, Trips and Falls

Both slips and trips result from some kind of unintended or unexpected change in the contact between the feet and the ground or walking surface. This shows that good housekeeping, quality of walking surfaces (flooring), selection of proper footwear, and appropriate pace of walking are critical for preventing fall accidents.
Good housekeeping is the first level of preventing falls due to slips and trips. It includes:

- cleaning all spills immediately
- mopping or sweeping debris from floors
- removing obstacles from walkways and always keeping them free of clutter
- covering cables that cross walkways
- keeping work areas and walkways well lit

Without good housekeeping practices, any other preventive measures, such as installation of sophisticated flooring, specialty footwear or training on techniques of walking and safe falling will never be fully effective.

Human Behaviors which can lead to a slip, trip or fall

Actions you choose and control can contribute to a slip, trip, and fall injury if you set yourself up for one.

- Carrying or moving cumbersome objects, or too many objects, that obstruct your view, impair your balance and prevent you from holding onto handrails
- Inattentive behavior: walking, distractions (e.g., using cell phone, talking and not watching where you're going, etc.)

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- Poor housekeeping (allowing clutter to accumulate, not maintaining clean dry floors, etc.)
- Using improper cleaning methods; (e.g., incorrectly using wax or polish)
- Not using signage where slip or trip hazards exist
- Wearing sunglasses in low light areas

Climbing or Descending Stairways

Many of the slip, trip, and fall incidents on our ships occur on stairs. Keeping stairs in good repair is essential to prevent mishaps. Make sure that stairways have secure handrails and guardrails and steps have even surfaces. Many of these injuries which occur on stairs involve a mariner carrying an object. If you need both hands to carry an object, stairs should be avoided if possible. If the object can be carried in one hand, the other hand should be on the handrail. We all have heard the old adage, "one hand for yourself and one hand for the ship". That adage is still true! The hand holding the handrail should be above your body when descending stairs if possible (see adjacent photo). If the hand is above your body and a slip or trip occurs, you can more easily prevent a fall. If your hands are below your body while descending stairs, you are more susceptible to a fall or a wrist injury.

To avoid an accident, awareness and prevention are key. Here are some simple ways to prevent a fall on stairways:

- Whether going up or down stairs, always use the handrail
- Make sure stairways are well lit, with on/off switches at the top and bottom
- Make sure stairways are clear of any obstacles
- Routinely check stairs for worn surfaces
- Report outdoor stairways if you notice slip hazards

When carrying objects up and down steps, be sure you are able to see where you are stepping and hold onto the handrail if possible.

According to OSHA, slips, trips and falls constitute the majority of general industry accidents and result in back injuries, strains and sprains, contusions, and fractures. Additionally, they cause 15 percent of all accidental deaths and are second only to motor vehicles as a cause of fatalities.

There is one more precautionary tip that applies in all these cases, and that is to **PAY ATTENTION TO WHAT YOU ARE DOING**. This is among the most common causes of injuries, and is the easiest to correct. The best walking surfaces and ideal weather conditions won't be of any help if you are not watching where you are going.

Safety Management Systems

Some people might perceive their Safety Management System (SMS) as an inflexible system over which they have no control. However, the SMS is a "living" document and relies on its users to recommend updates, deletions, and additions when needed. Section 9.1 of the International Safety Management (ISM) Code requires "procedures ensuring that non-conformities, accidents and hazardous situations are reported to the Company, investigated and analyzed with the objective of improving safety and pollution prevention." Therefore, if the requirements of a procedure or checklist fail to address a hazard or do not accurately capture the operation, then you may suggest a change by submitting a finding report. Submitting a finding report documents the issue, ensures it is reviewed, and if necessary requires that corrective actions are implemented. For the Government owned government operated ships, findings are numbered and archived by category once resolved. Not all findings result in additional procedures or changes to existing procedures. Updates and changes to procedures are reviewed and voted on by the ISM Steering Committee. ISM Steering Committee Meetings are open to Civilian Mariners (CIVMARs), but it is recommended to call ahead because seating is limited. The ISM Steering Committee is comprised of Port Captains, Port Engineers, Class Managers, and representatives from the Programs, safety, personnel, and environmental codes. The composition of the ISM Steering Committee is subject to change as Military Sealift Command changes.

On ships crewed by Civilian Mariners, SMS procedure 9.1-001-ALL "Documentation and Tracking of Findings" describes how to submit a finding. Findings are submitted to the Designated Person (DP), currently Francis Pelosi. The DP will assign someone to investigate the finding if more information is needed. The person assigned the finding will report back to the DP what action he recommends should be taken. The person submitting the finding will be notified who the finding was assigned to. Then the person will be notified again when a decision has been made as to what action will be taken.

Meet Your DP/QR (Designated Person/ Quality Representative)

Do you have:

- Questions
- Ideas
- Concerns
- Training Issues
- Needs for assistance

As they relate to SQMS?

Contact Francis Pelosi who is YOUR combined Designated Person / Quality Representative for the MSFSC Safety/Quality Management System for both ship and shore side.

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J.R. Taylor, Director, MSFSC

27 May 2010
Date

Environmental

Garbage From Ships

Garbage from ships can be just as deadly to marine life as oil or chemicals. The greatest danger comes from plastic, which can float for years. Fish and marine mammals can in some cases mistake plastics for food and they can also become trapped in plastic ropes, nets, bags and other items - even such innocuous items as the plastic rings used to hold cans of beer and drinks together.

It is clear that a good deal of the garbage washed up on beaches comes from people on shore - holiday-makers who leave their rubbish on the beach, fishermen who simply throw unwanted refuse over the side - or from towns and cities that dump rubbish into rivers or the sea. But in some areas most of the rubbish found comes from passing ships which find it convenient to throw rubbish overboard rather than dispose of it in ports.

For a long while, many people believed that the oceans could absorb anything that was thrown into them, but this attitude has changed along with greater awareness of the environment. Many items can be degraded by the seas - but this process can take months or years, as the following table shows:

Time Taken for Objects to Dissolve at Sea

Paper Bus Ticket	Cotton Cloth	Rope	Woolen Cloth	Painted Wood	Tin Can	Aluminum Can	Plastic Bottle
2-4 Weeks	1-5 Months	3-14 months	1 Year	13 Years	100 Years	200-500 Years	450 Years

Source: Hellenic Marine Environment Protection Association (HELMEPA)

The MARPOL Convention sought to eliminate and reduce the amount of garbage being dumped into the sea from ships. Under Annex V of the Convention, garbage includes all kinds of food, domestic and operational waste, excluding fresh fish, generated during the normal operation of the vessel and liable to be disposed of continuously or periodically. Annex V totally prohibits of the disposal of plastics anywhere into the sea, and severely restricts discharges of other garbage from ships into coastal waters and "Special Areas". The Annex also obliges Governments to ensure the provision of reception facilities at ports and terminals for the reception of garbage. The special areas established under Annex V are: the Mediterranean Sea, Baltic Sea, Black Sea, Red Sea, Gulfs Area, North Sea, Wider Caribbean Region and Antarctic Area.

From: http://www.imo.org

Health and Safety

Think You're Not at Risk for the Flu? You Might be Dead Wrong

The flu is a contagious respiratory illness caused by influenza viruses that infect the nose, throat, and lungs. It comes on very suddenly and can cause mild to severe illness, and at times can lead to death. The flu can cause you to be out of work or school for a week or more.

While the flu can make anyone sick, certain people are at greater risk for serious complications from the flu, leading to hospitalization and even death. This includes adults 50 years of age and older and children younger than 5, but especially those younger than 2 years old. Also at higher risk are people with long-term medical conditions such as chronic lung disease (such as asthma and COPD), diabetes (type 1 and 2), heart disease, and neurologic conditions. Those who are morbidly obese (BMI of 40 or greater) and pregnant women and women within the first two weeks after delivery (2 weeks post-partum) are also at increased risk.

Signs and symptoms of flu include fever or feeling feverish/chills, cough, sore throat, runny or stuffy nose, muscle or body aches, headaches, fatigue and occasionally vomiting and diarrhea, though this is more common in children than adults.

Flu viruses spread mainly by droplets made when people cough, sneeze or talk. These droplets can land in the mouths or noses of people who are nearby. Less often, a person might also get the flu by touching a surface or object that has the flu virus on it and then touching their own mouth, eyes or possibly their nose. You may be able to pass on the flu to someone else before you know you are sick, as well as while you are sick. Most healthy adults may be able to infect others beginning 1 day *before* symptoms develop and up to 5 to 7 days after becoming sick. Some people, especially young children and people with weakened immune systems, might be able to infect others for an even longer time.

The good news is that you can take a simple step to protect yourself and your family from the flu by getting the flu vaccine each year. The bad news is that many people are not doing this.

The Centers for Disease Control and Prevention (CDC) says a flu vaccine is the first and best way to guard against the flu. CDC recommends that everyone 6 months and older get the flu vaccine every year.

So why are so few people getting the flu vaccine? Some people may have concerns about vaccine safety. It is important to know, however, that flu vaccines (both the shot and nasal spray) have excellent safety records, and are constantly being monitored. Millions of flu vaccines have been given safely over the years, and vaccine safety remains a priority every single year. The most common side effects reported after flu vaccination are minor, and are far outweighed by the vaccine's benefits.

It's also important to know that the flu vaccine cannot give you the flu. Why? Because the flu shot contains killed viruses, and the nasal spray has weakened viruses that cannot cause illness. If you get flu-like symptoms soon after getting vaccinated, it can mean you may have been exposed to the flu before getting vaccinated, or during the two-week period it takes the body to gain protection after vaccination. It might also mean you are sick with another illness that causes symptoms similar to the flu.

For more information, talk to your doctor or contact CDC at 1-800-CDC-INFO or http://www.cdc.gov/flu.

Christine McGrath
MSFSC Public Health Educator

Safety Statistics for FY 2011

The table below displays Class C incidents, first aid cases, and near misses for FY 2011. Our MSC fleet has had one class A incident, zero class B incidents, 115 class C incidents, 355 first aid cases, and reported 34 near misses during FY 2011. Slips, trips and falls continue to be the leading category of injuries. Contact (an object striking a person or a person running into an object) is the second leading category. Together these categories account for almost half our injuries.

Most of these injuries could have been prevented if the mariner took the time to identify hazards prior to beginning work.

TAKE THE TIME TO BE SAFE!!

Near Miss Incidents: 34

Slips/Trips/Falls-0	Fires - 9	Mat. Damage - 0	Collisions - 5
Equipment failure - 6	Contact - 5	Electrical - 4	Other - 5

First Aid Incidents: 355

Slips/Trips/Falls - 90	Debris in eye - 25	Exertion - 27
Lifting /Back Injury - 24	Cuts/Knife - 34	Contact - 88
Pinch Points - 23	Burn - 4	Other - 40

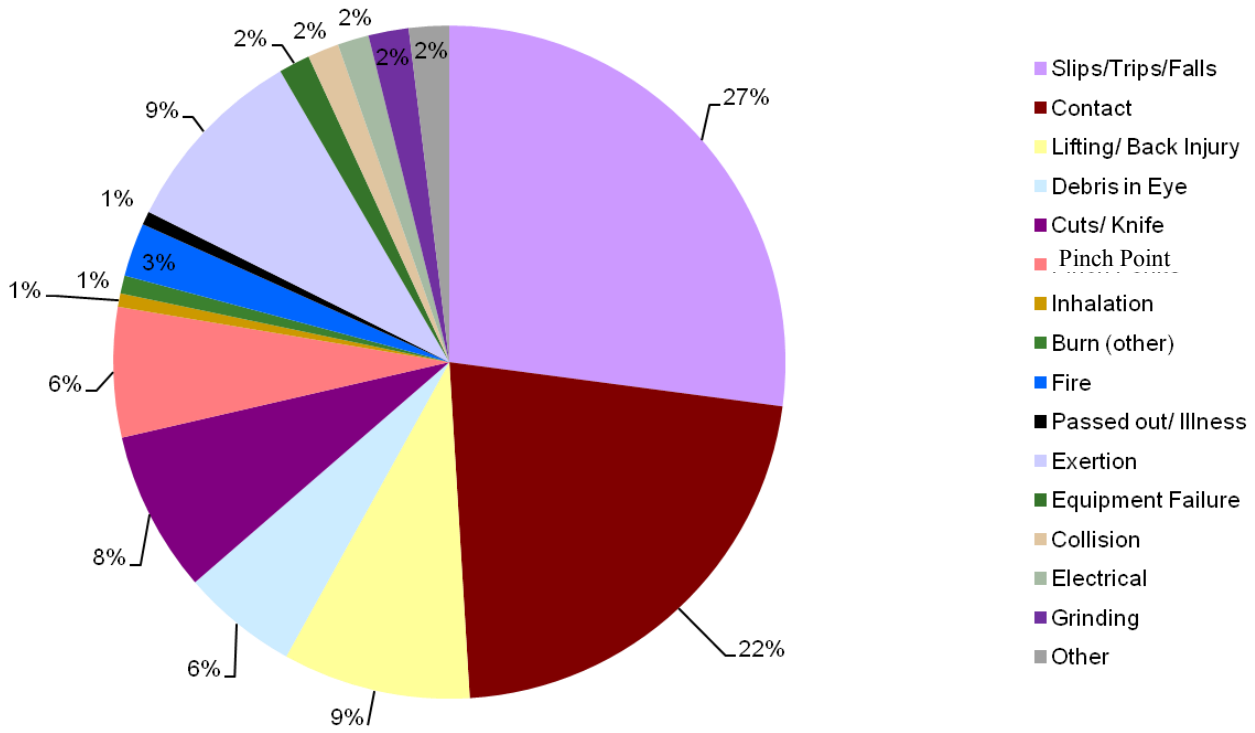
Class C Incidents : 115

Slips/Trips/Falls - 35	Collision - 1	Exertion - 18
Lifting /Back Injury - 21	Cut - 2	Pinch point - 5
Contact - 22	Debris in eye - 2	Other - 9

Totals Incidents: 504

Slips/Trips/Falls - 125	Debris in Eye - 27	Exertion - 45	Equip Fail - 6
Lifting /Back Injury - 45	Cuts/Knife - 36	Contact - 115	Electrical - 4
Pinch Points - 28	Burn - 4	Fire - 9	Other - 54
Collision - 6			

FY 2011 Class C Mishaps, First Aid Cases, and Near Misses



The above pie chart shows the Class C, near miss, and first aid cases for FY2011. As usual, slips, trips, and falls, account for a quarter of our injuries. An initiative is underway to reduce the number of slips, trips, and falls in the GO/GO fleet (Memo to Masters #92). Please encourage your crews to participate. The percentage of Contact injuries (when an object strikes a person or a person runs into an object) is higher then in the past.

The best ideas for improving safety come from the fleet. Got an idea to help prevent injuries? Please send it to the safety mail-box (MSCHQ_Safety@navy.mil) and we will share it with the

UNITED STATES COAST GUARD
U.S. Department of Homeland Security

MARINE SAFETY ALERT

Assistant Commandant for Marine Safety, Security and Stewardship

November 29, 2011 Alert 06-11

Washington, DC

MUSTANG SURVIVAL PFD RECALL NOTICE

RECALL NOTICE ON MD2010 & MD2012 model 22LB Inflatable Personal Flotation Devices

The United States Coast Guard **strongly urges** mariners and boaters alike to check their Mustang Survival PFDs. Mustang Survival is voluntarily recalling all model number MD2010 and MD2012 inflatable Personal Flotation Devices (PFD's) sold in the United States during 2011. To determine if you are impacted by this recall please reference the images below:

Image 1) Any inflatable product with multiple white sewn on safety labels on the **back is OK** and is not affected by this recall.

Image 2) If your inflatable does not have white sewn on safety labels, please check for model number MD2010 or MD2012 on the back of the PFD then refer to Image 3.

Image 3) MD2010/MD2012 models with an "MIT" *(Membrane Inflatable Technology)* stamp **(in black or color) above the CO2 cylinder is OK.**

BUT - Any MD2010/MD2012 missing the "MIT" stamp should be returned to Mustang

Image 1

Product with white labels are not part of this recall.

Image 2

Check for the model number on the back of the PFD above the UL logo.

Image 3

Any MD2010 or MD2012 with an "MIT" stamp is OK to use and does not need to be returned.

This recall is being issued for the inspection and repair of an inflator installation inconsistency that may prevent some units from fully inflating with CO2 (oral inflation functions normally). Mustang Survival has developed a solution that corrects any affected product and prevents re-occurrence of this issue. The inspection and repair can only be performed at a Mustang Survival factory.

This recall notification is for only the MD2010 and MD2012 22LB buoyancy inflatable PFDs. No other Mustang Survival products are affected as they utilize different inflator mechanisms.

All MD2010 and MD2012 PFD's without the stamped MIT logo as shown in Image 3 (above) should be returned to Mustang Survival for inspection.

Distributors and consumers are urged to contact Mustang Survival's Customer Service department at 1-800-526-0532 between 7:30am and 4:30pm PST, Monday through Friday for specific shipping instructions. Mustang Survival will pay for all testing, repair and shipping costs. **Consumers should not return product to their dealer**. If you have questions, please access our website at www.mustangsurvival.com/22lb-product-notice .

This alert is provided for informational purposes only and does not relieve any domestic or international requirement. Distributed by the Office of Investigations and Analysis, USCG Headquarters, Washington, DC. Questions may be addressed to Martin.L.Jackson@uscg.mil .

Namesake Section

USNS BIG HORN (T-AO-198) is named after the Bighorn River which flows in Montana and Wyoming. BIG HORN is the twelfth ship of the Henry J. Kaiser-class fleet replenishment oiler of the United States Navy. The keel of the BIG HORN was laid down at Avondale Shipyard, Inc., at New Orleans, Louisiana, on 9 October 1989 and launched on 2 February 1991. She entered non-commissioned U.S. Navy service under the control of the Military Sealift Command with a primarily civilian crew on 21 May 1992.

USNS 2ND LT JOHN P. BOBO (T-AK 3008) is named for John P. Bobo, a Medal of Honor recipient for his actions in Vietnam in 1967. LT Bobo's company was establishing night ambush sites when the command group was attacked by a reinforced North Vietnamese company supported by heavy automatic weapons and mortar fire. LT Bobo immediately organized a hasty defense and moved from position to position encouraging the outnumbered Marines despite the murderous enemy fire. Recovering a rocket launcher from among the friendly casualties, he organized a new launcher team and directed its fire into the enemy machine gun position. When an exploding enemy mortar round severed Lt Bobo's right leg below the knee, he refused to be evacuated and insisted upon being placed in a firing position to cover the movement of the command group to a better location. With a web belt around his leg serving as tourniquet and with his leg jammed into the dirt to curtail the bleeding, he remained in this position and delivered devastating fire into the ranks of the enemy attempting to overrun the Marines. LT Bobo was mortally wounded while firing his weapon into the mainpoint of the enemy attack, but his valiant spirit inspired his men to heroic efforts, and his tenacious stand enabled the command group to gain a protective position where it repulsed the enemy onslaught.

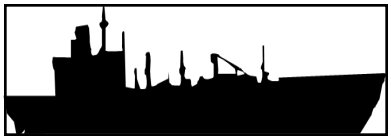
USNS SEAY (T-AK 302) is named for Sgt. William W. Seay a Medal of Honor recipient for his action during Vietnam. Sgt. Seay was a driver in an army convoy which was carrying critically needed ammunition and supplies when it was ambushed by a reinforced battalion of the North Vietnamese Army. When his convoy was forced to stop, Sgt. Seay immediately dismounted and took a defensive position behind the wheels of a vehicle loaded with high-explosive ammunition. As the enemy approached, Sgt. Seay opened fire, killing 3 of the enemy including a sniper in a tree. When an enemy grenade was thrown under an ammunition trailer near his position, without regard for his own safety he left his protective cover, picked up the grenade, and threw it back to the North Vietnamese position, killing 4 more of the enemy and saving the lives of the men around him. Another enemy grenade landed approximately 3 meters from Sgt. Seay's position. Again Sgt. Seay threw the armed grenade back upon the assaulting enemy. After returning to his position he was painfully wounded in the right wrist. After moving to the relative cover of a shallow ditch, he detected 3 enemy soldiers who had penetrated the position and were preparing to fire on his comrades. Although weak from loss of blood and with his right hand immobilized, Sgt. Seay stood up and fired his rifle with his left hand, killing all 3 and saving the lives of the other men in his location. As a result of his heroic action, Sgt. Seay was mortally wounded by a sniper's bullet.

Recent Incidents

During VERTREP a net full of pallets was placed on the deck. As the net was being removed it caught on a pallet causing the pallet to cut a mariner's leg.

Causal Factors – pallet striking CIVMAR

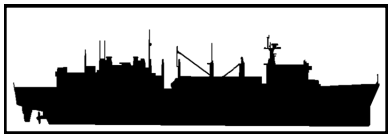
Lessons Learned – Pay attention to moving parts during operations.



Mariner was performing maintenance on a watertight door when the door swung closed pinching his finger.

Causal Factors – Door was not secured

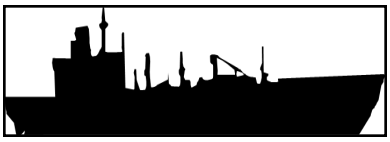
Lessons Learned – A number of finger injuries have occurred lately due to mariners putting their hands in potential pinch points. Identify and avoid potential pinch points prior to beginning any job.



Mariner was helping to secure the accommodation ladder, when the door to access the opening swung closed, crushing his hand.

Causal Factors – Door was not secured

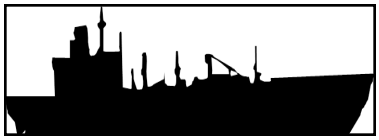
Lessons Learned – Doors should be secured to prevent swinging.



Mariner was eating an apple and descending stairs when the apple fell from his mouth. CIVMAR attempted to catch the apple and fell backwards slipping down 4 steps.

Causal Factors – Mariner not holding on to railing and descending the steps incorrectly

Lessons Learned – Many slip, trips, and falls are caused by distractions. Have a hands on the handrail while on stairs.



Mariner dropped a pipe wrench on another mariner who was working on the accommodation ladder below him.

Causal Factors – Mariner working underneath another mariner

Lessons Learned – Never work below someone when there is potential that something could fall.

While carrying a fuel probe, a mariner tripped over a cleat and fell to his knees.

Causal Factors – Mariner failed to watch where he was walking

Lessons Learned – When carrying objects it is important to be able to see where you are walking or inspect the area for potential hazards prior to lifting the object.

Readiness Through Safety !

This Date in History

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07 December 1941 – The **USS ARIZONA** sank during the Japanese attack on Pearl Harbor killing 1,177 crewmen of the complement of 1,400. The event provoked the United States into entering World War II. Unlike most of the other ships sunk or damaged that day, the ARIZONA could not be salvaged, although the U.S. Navy removed several elements of the ship that were reused. The wreck still lies at the bottom of Pearl Harbor. The USS ARIZONA Memorial, dedicated in 1962 to all those who died during the Pearl Harbor attack, was built astraddle the ship's hull. The ARIZONA retains the right, in perpetuity, to fly the United States flag as if she were an active, commissioned naval vessel.

30 January 1945 - **MV WILHELM GUSTLOFF** was a German flagship which sank after being torpedoed by the Soviet submarine S-13. The ship was named after Wilhelm Gustloff, the assassinated German leader of the Swiss Nazi party. The WILHELM GUSTLOFF was then assigned as a floating barracks for naval personnel in the port of Gdynia which was located in Nazi occupied Poland. The WILHELM GUSTLOFF's final voyage was during Operation Hannibal in January 1945, when it was sunk while participating in the evacuation of civilians, military personnel, and Nazi officials who were surrounded by the Red Army in East Prussia. The GUSTLOFF was hit by three torpedoes from the S-13 in the Baltic Sea and sank in less than 45 minutes. An estimated 9,400 people were killed in the sinking. If accurate, this would be the largest known loss of life occurring during a single ship sinking in recorded maritime history.

18 January 2007 – **MSC** (Mediterranean Shipping Company) **NAPOLI** was enroute from Belgium to Portugal. Severe gale force winds and huge waves caused serious damage to NAPOLI's hull, including a crack in one side and a flooded engine room. The ship was then 50 miles (80 km) off the coast of The Lizard, Cornwall. At approximately 10:30, the crew sent out a distress call. Not long afterwards, the captain ordered the crew to abandon ship into one of the lifeboats. They were out at sea for several hours before all 26 crew were picked up from their lifeboat by Sea King helicopters of the Royal Navy's Fleet Air Arm and taken to Royal Naval Air Station Culdrose in Cornwall. During the difficult rescue, one helicopter broke two winch lines, making it even harder to rescue the seamen.